

No. 655,128.

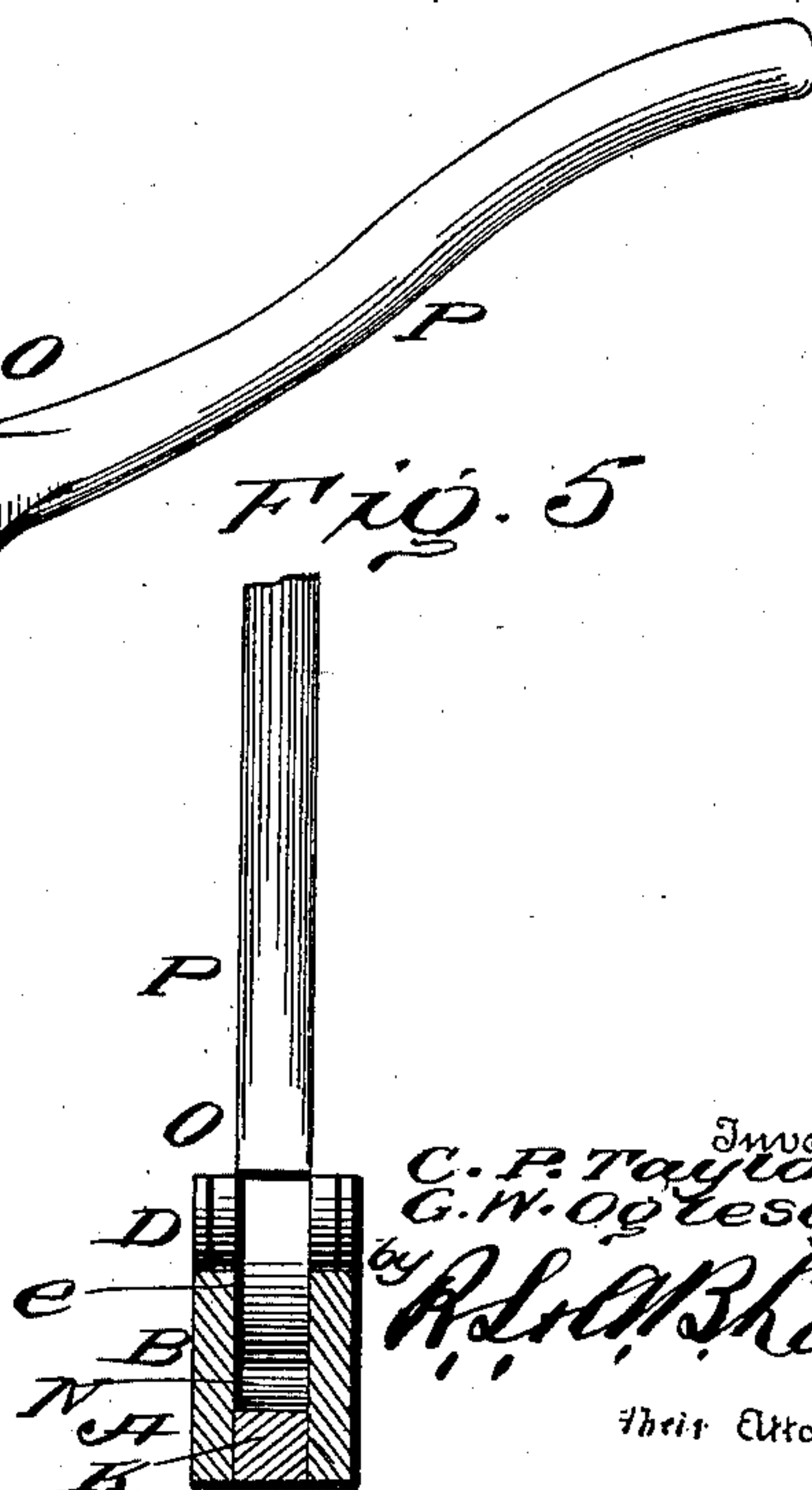
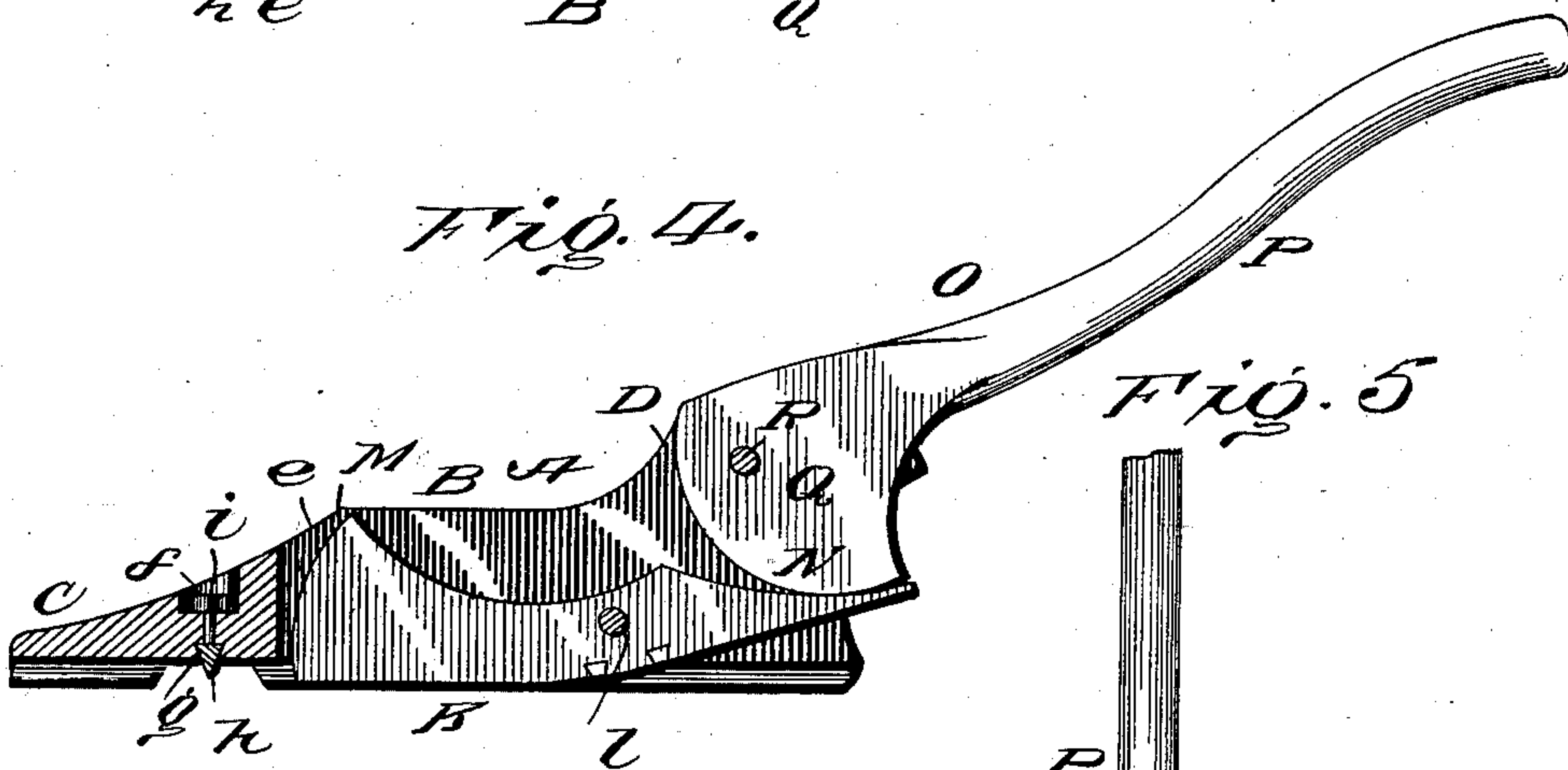
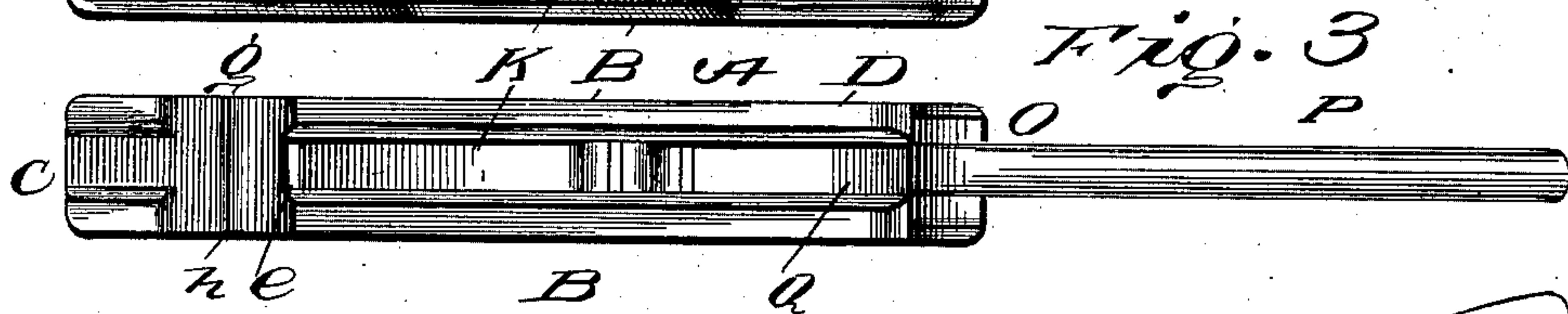
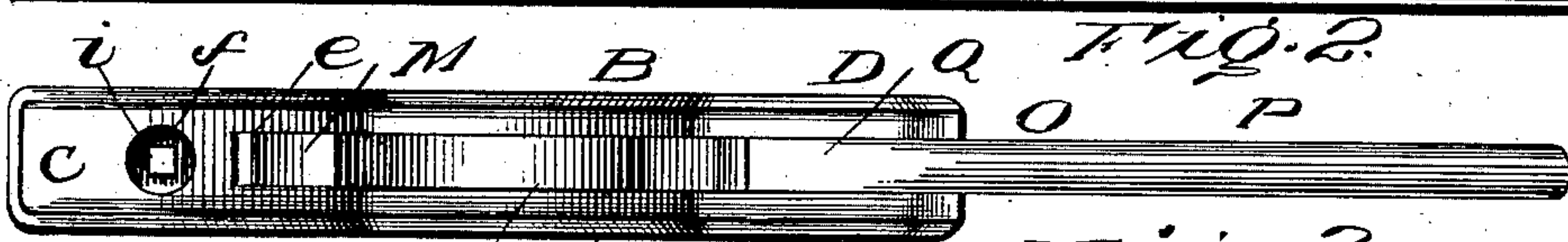
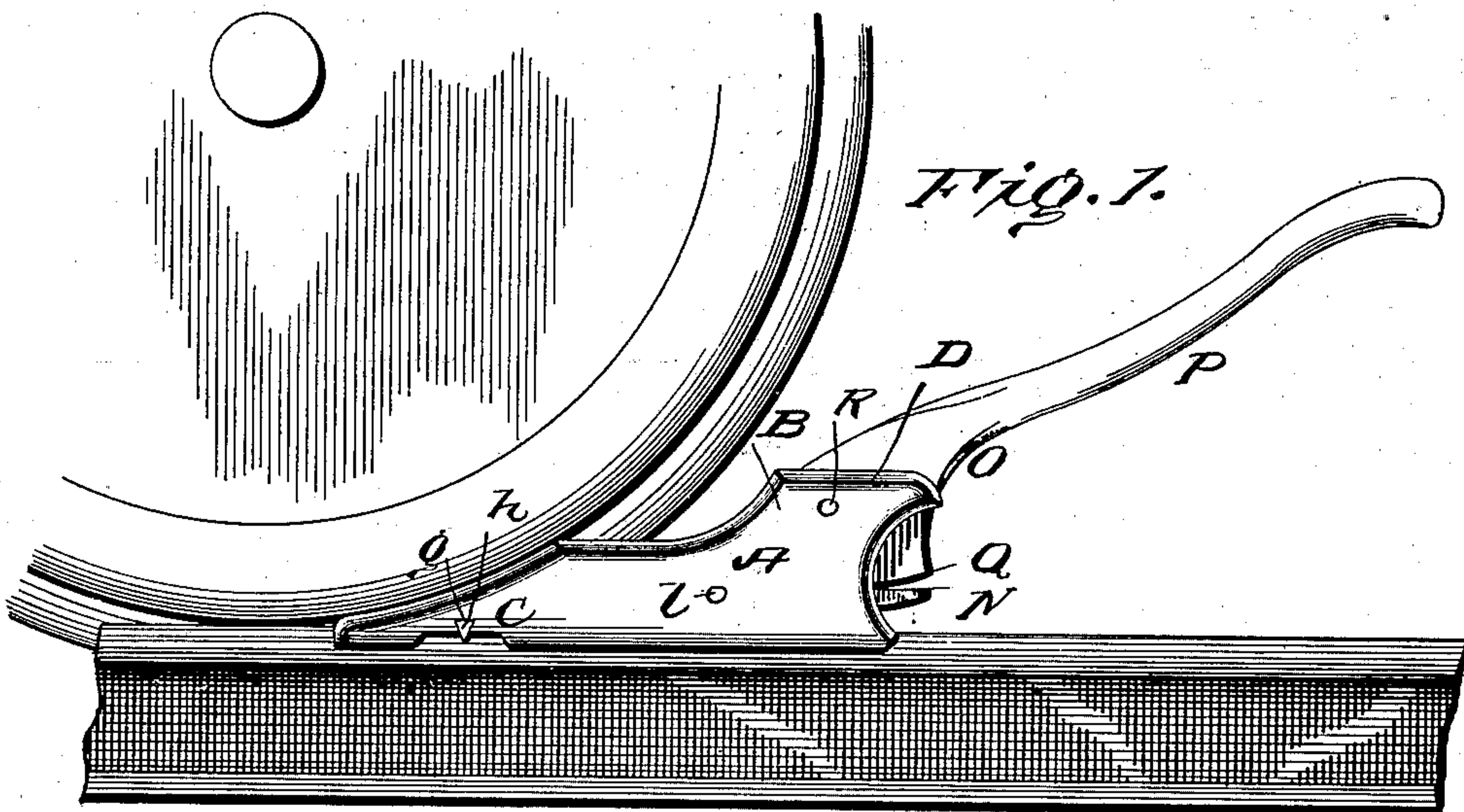
Patented July 31, 1900.

C. P. TAYLOR & G. W. OGLESBY.

CAR MOVER.

(Application filed Nov. 2, 1899.)

(No Model.)



Witnesses

J. M. Mins
Leban French

Inventors
C. P. Taylor
G. W. Oglesby
by *R. L. Bracy*
Their Attorneys

UNITED STATES PATENT OFFICE.

CHARLES P. TAYLOR AND GEORGE W. OGLESBY, OF ELBERTON, GEORGIA.

CAR-MOVER.

SPECIFICATION forming part of Letters Patent No. 655,128, dated July 31, 1900.

Application filed November 2, 1899. Serial No. 735,619. (No model.)

To all whom it may concern:

Be it known that we, CHARLES P. TAYLOR and GEORGE W. OGLESBY, citizens of the United States, residing at Elberton, in the county of Elbert and State of Georgia, have invented certain new and useful Improvements in Car-Movers; and we do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

Our invention relates to improvements in devices of the character known as "car movers or starters," designed for moving a car from place to place when the services of a locomotive are not available or for imparting an initial impetus or starting movement thereto.

The object of the invention is to provide an implement of this kind which is simple, durable, and efficient in construction and operation, capable of being easily and conveniently handled and operated, and adapted to give a powerful thrust motion.

With this and other minor objects in view the invention consists of certain novel features of construction, combination, and arrangement of parts, which will be fully set forth in the following description, and particularly defined in the appended claims.

In the drawings hereto annexed and forming a part of this specification, Figure 1 is a view in side elevation of a car-mover embodying our invention. Fig. 2 is a top plan view thereof. Fig. 3 is a bottom plan view. Fig. 4 is a vertical longitudinal section, and Fig. 5 a cross-section.

Like reference characters designate corresponding parts throughout the several views.

The base-piece or frame A of the implement is designed to rest upon the track-rail and is composed of a pair of spaced side plates B, arranged in parallel vertical planes and connected at their front ends to a toe or bridge piece C, thus forming a longitudinal space or chamber to receive the operating mechanism, which chamber is open at top, bottom, and rear, and closed at front, as shown. The upper surface of the toe or bridge piece and upper front edges of the side pieces are curved to conform to the outline of the periphery of a car-wheel and fit into the space between the same and rail,

and at their rear ends said side plates are formed with upward extensions D to increase the height of the chamber for the reception of the head of the operating-lever, as hereinafter described. The toe or bridge piece is provided on its under side with a longitudinal channel or recess e, arranged in alinement with the bottom of the chamber or space between the side plates and shaped to receive the head of the rail. The lower edges of the side plates are also beveled to conform to and bear upon opposite sides of the rail and serve, in connection with the side walls of the recess of the toe-piece, as jaws to embrace the sides of the head of the rail and hold the frame in positive engagement therewith and prevent it from moving laterally. By this means the frame is adapted to be easily and conveniently slid along the rail to bring the operating parts of the device into operative position as the car is being moved.

In rear of the walls of the longitudinal recess formed therein the toe or bridge piece is provided with a transverse notch or recess f, with which communicates a double-beveled opening g. In this opening is fitted a correspondingly-beveled bit h, which is secured by means of a set-screw i and is adapted to bite into the rail and hold the implement against movement when the parts are brought to bear against the car-wheel.

Mounted in the space or chamber between the side plates of the frame is a pinch or thrust bar K, pivoted centrally to swing in a vertical plane upon a pivot pin or bolt l, passed through said plates. This bar is formed at its front end with a pinch-head M, curved to bear upon the periphery of the car-wheel and occupying a position just in rear of the toe-piece. At its rear the bar is reduced and concaved to form a cam-face N. An operating-lever O is formed with a handle P, carrying at its front end a cam-head Q, occupying the space between the side plate extensions D and pivoted upon a pin or bolt R, mounted in said extensions. The cam-face of the head is adapted to engage the cam-face formed in the rear end of the pinch or thrust bar and force the same down and the pinch-head M up, as will be readily understood, the greater weight of the front end of the bar causing it to drop by gravity and restore the bar to its normal

position. By mounting the thrust-bar and lever between the side plates they are securely shielded and protected, the plates serving as guards to reinforce and shield said parts against casual injury.

In using the implement the frame or base-piece is rested upon one of the track-rails and moved forward thereon to insert the toe or bridge piece into the space between the rail and wheel adjacent to the peripheral point of contact of the latter, the lever having previously been raised to cause the pinch-head of the thrust-bar to drop down to its normal position. When the parts are thus positioned, the handle of the lever is depressed to cause the cam-head thereof to ride upon the cam-face of the rear end of the thrust-bar, and thereby force said rear end of the thrust-bar downward and the front end of the bar, carrying the pinch-head, upward. The curved face of the pinch-head is thus brought to bear upon the periphery of the wheel, which is shoved forward and caused by the continued upward movement of the pinch-head to turn and move the car. The beveled bit during this operation bites into the rail and prevents the implement from being forced back by the pressure of the pinch-head against the wheel. The device may then be slid forward and the foregoing operation repeated to move the car any required distance. By mounting the thrust-bar and lever in the manner illustrated the strain is effectually distributed and a very powerful thrust motion obtained.

The lower face of the thrust-bar is upwardly divergent from a point about in vertical line with the pivot-pin *l*, the central portion being rounded to form, in effect, a rocker-bearing to engage directly with the head of the rail, the pivot-pin *l* serving simply as a means to fix the relative position of the frame *A* and the thrust-bar.

Having thus described the invention, what is claimed as new is—

1. In a car-mover, a frame, a thrust-bar pivoted intermediate of its ends to the frame and having its front end superior in weight to automatically return to a normal position, and an operating-lever having a cam-head pivoted to the frame and adapted to exert a vertical downward pressure upon the rear end of the thrust-bar, substantially as described.

2. In a car-mover, a frame adapted to fit upon the rail and having a longitudinal chamber opening through its lower face, a thrust-bar located in the chamber of the frame and having a centrally-disposed rocker-bearing for direct contact with the rail, and having the end portions of the lower face upwardly divergent, and an operating-lever having a cam-head pivoted to the frame and adapted to exert a downward pressure upon the rear end of the thrust-bar, substantially as described.

3. A car-mover, consisting of a pair of spaced plates joined at their front ends by a bridge-piece and having vertical rear extensions, the lower edges of the plates being beveled at their inner corners, the thrust-bar pivoted intermediate of its ends to the plates with its front end of superior weight, and having a rocker-bearing about in vertical line with the pivot to make direct engagement with the rail, and having the end portions of the lower face upon opposite sides of the rocker-bearing upwardly divergent, and an operating-lever having a cam-head pivoted to the rear extensions of the plates and adapted to exert a vertical downward pressure upon the rear end of the thrust-bar, substantially as specified.

In testimony whereof we affix our signatures in presence of two witnesses.

CHARLES P. TAYLOR. [L. S.]
GEORGE W. OGLESBY. [L. S.]

Witnesses:

E. B. TATE,
A. H. ADAMS.